

Notice No. 8

Rules and Regulations for the Classification of Ships, July 2014

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Issue date: March 2015

Amendments to	Effective date
Part 1, Chapter 2, Sections 2 & 3	1 March 2015
Part 1, Chapter 3, Sections 1 & 17	1 March 2015

Part 1, Chapter 2

Classification Regulations

Effective date 1 March 2015

■ Section 2

Character of classification and class notations

2.8 Descriptive notes

(Part only shown)

2.8.2 **ShipRight()**. Where one or more of LR's ShipRight procedures for the following have been satisfactorily applied, then a descriptive note showing the associated characters of the procedure(s) within brackets will, at the Owner's request, be entered in column 6 of the *Register Book*, preceded by the word **ShipRight**, e.g. **ShipRight(IHM, SERS)**. The requirements pertaining to these descriptive notes and the ShipRight procedures are given in Pt 3, Ch 16 and Pt 5, Ch 21.

TCM This ShipRight descriptive note (Main Steam Turbine Condition Monitoring) will be assigned where an Owner adopts the requirements for monitoring of the main steam turbine. The descriptive note will indicate that equipment and procedures are in place to determine the physical and operational condition of that equipment. Further information is provided in the LR document *ShipRight Procedure Machinery Planned Maintenance and Condition Monitoring*.

■ Section 3

Surveys – General

3.5 Existing ships – Periodical Surveys

3.5.14 At the request of an Owner, it may be agreed that the Special Survey of the hull, for ships other than general dry cargo ships, bulk carriers, combination carriers, chemical tankers and oil tankers, be carried out on the Continuous Survey basis, all compartments of the hull being opened for survey and testing, in rotation, with an interval of five years between consecutive examinations of each part. In general, approximately one fifth of the Special Survey is to be completed each year and all the requirements of the particular hull Special Survey must be completed at the end of the five-year cycle. For examination of items listed in Ch 3,2.2.24 to 2.2.25, 2.2.29 and Ch 3,3.2.6, 3.2.7 and 3.2.9, the intervals for inspection will require to be specially agreed. For ships more than 10 years of age, an examination of the ballast tanks is to be carried out twice in each five year cycle, i.e., once within the scope of the Intermediate Survey and once within the scope of the Continuous Survey. Ships which have satisfactorily completed the cycle will have a record entered in ~~ClassDirect Live~~ **Class Direct** indicating the date of completion which will not be later than five years from the last assigned date of Complete Survey of the hull. The agreement for surveys to be carried out on Continuous Survey basis may be withdrawn at the discretion of the Classification Committee.

3.5.15 In cases where the ship has been laid up or has been out of service for a considerable period because of a major repair or modification and the Owner elects to only carry out the overdue surveys, the next period of class will start from the expiry date of the Special Survey. If the Owner elects to carry out the next due Special Survey, the period of class will start from the survey completion date.

Existing paragraphs 3.5.15 to 3.5.30 have been renumbered 3.5.16 to 3.5.31.

Part 1, Chapter 3

Periodical Survey Regulations

Effective date 1 March 2015

■ Section 1 General

1.6 Preparation for survey and means of access

1.6.1 In order to enable the attending Surveyor(s) to carry out the survey, provisions for proper and safe access are to be agreed between the Owner and LR and be in accordance with IACS Procedural Requirement PR 37. Tanks and spaces are to be safe for access, be gas free and properly ventilated. Prior to entering a tank, void or enclosed space, it is to be verified that the atmosphere in that space is free from hazardous gas and contains sufficient oxygen.

■ Section 17 Screwshafts, tube shafts and propellers

17.3 Screwshaft Condition Monitoring (SCM)

~~17.3.3~~ Further information is provided in the LR document *ShipRight Procedure Machinery Planned Maintenance and Condition Monitoring*.

Existing paragraph 17.3.3 has been renumbered 17.3.4.

~~17.3.4~~ ~~17.3.5~~ For maintenance of the descriptive note **SCM**, the records of all data collected in 17.3.2 and ~~17.3.3~~ **17.3.4** are to be retained on board and audited by LR annually.

Existing paragraph 17.3.5 has been renumbered 17.3.6.

Cross-References

Section numbering in brackets reflects any Section renumbering necessitated by any of the Notices that update the current version of the Rules for Ships.

Part 1, Chapter 2

- 3.5.16(a) *now* 3.5.17(a) Reference to Part 1, Chapter 2,
3.5.16(b) *now reads* Part 1, Chapter
2, 3.5.17(b)
- 3.5.17 *now* 3.5.18 Reference to Part 1, Chapter 2,
3.5.16 *now reads* Part 1, Chapter 2,
3.5.17

Part 1, Chapter 3

- 1.1.1(f) Reference to Part 1, Chapter 2, 3.5.16 *now reads*
Part 1, Chapter 2, 3.5.17
- 1.1.3 Reference to Part 1, Chapter 2, 3.5.19 *now reads*
Part 1, Chapter 2, 3.5.20
- 17.3.1 Reference to Part 1, Chapter 3, 17.3.3 *now reads*
Part 1, Chapter 3, 17.3.4
- 17.3.5 *now* 17.3.6 Reference to Part 1, Chapter 3, 17.3.3(f)
now reads Part 1, Chapter 3, 17.3.4(f)

Update to the current version of the *Rules and Regulations for the Classification of Ships for Service on the Great Lakes and River St. Lawrence*

Chapter 2

- 2.4.6 Reference to Part 1, Chapter 2, 3.5.16 *now reads*
Part 1, Chapter 2, 3.5.17

Chapter 3

- 1.1.1(e) Reference to Part 1, Chapter 2, 3.5.16 *now reads*
Part 1, Chapter 2, 3.5.17

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